

## **NOTICE OF PUBLIC MEETING & AGENDA**

### **TRAFFIC SAFETY COMMISSION**

**7:00 p.m., Monday, September 14, 2009**

**Public Safety Building, 401 E. Third Street, Newberg, OR**

*"Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community."*

1. **CALL MEETING TO ORDER:**
  - A) Review and approve minutes of July 13, 2009
2. **COMMUNICATIONS FROM THE FLOOR:**
3. **PUBLIC HEARING:**
  - A) Public Hearing to consider a partial street closure (right-out only) of Vittoria Way at Hwy 99W
4. **NEW BUSINESS**
  - A) TSC-09-013: Villa Road – Speeding
  - B) TSC-09-012: Arduis-2<sup>nd</sup>-3-rd-Hwy 219 – Vision and Parking
5. **OLD BUSINESS:**
  - A) TSC-09-010: Vittoria Way – Speeding
  - B) Reconsideration of General Traffic Decision pertaining to issuance of golf cart permit
6. **STAFF REPORTS - GENERAL INFORMATION:**
  - A) Police
  - B) Engineering
    - Update on Columbia Drive
    - Other
7. **ADJOURN TO NEXT MEETING:** October 14, 2009

#### **ACCOMMODATION OF PHYSICAL IMPAIRMENTS:**

*In order to accommodate persons with physical impairments, please notify the City Recorder's office of any special physical accommodations you may need as far in advance of the meeting as possible, and no later than 48 hours prior to the meeting. To request these arrangements, please contact the city recorder, at (503) 537-1283. For TTY service please call (503) 554-7793.*

Posted: September 4, 2009

**TRAFFIC SAFETY COMMISSION**  
**7:00 p.m., Monday, July 13, 2009**  
**Public Safety Building, 401 E. Third Street, Newberg, OR**

*"Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community."*

**Members**

**Present:** Chair Michael Simpson      Jennifer Dawson (Vice Chair)      Doris Brandt  
Neal Klein      Bryce Jones      Dick Meyer  
Lesley Woodruff      Ronald Sult

**Members**

**Absent:** Andrew Cookson (excused)

**Ex Officio**

**Present:** Mayor Bob Andrews

**Staff**

**Present:** Paul Chiu, Senior Engineer      Mary Newell, Support Services Manager  
Tim Weaver, Police Sergeant      Jennifer Nelson, Recording Secretary  
Terrence Mahr, City Attorney

**Others**

**Present:** Roger Grill, Lewis Schaad, Elaina Medina

**CHAIR MICHAEL SIMPSON CALLED THE MEETING TO ORDER AT 7:00 PM.**

**A) Review and approve minutes of June 8, 2009**

<p><b>MOTION:</b> Brandt/Woodruff to approve the Traffic Safety Commission Minutes for June 8, 2009 as amended. (8 Yes/0 No/1 Absent [Cookson]) Motion carried.</p>
---

**COMMUNICATIONS FROM THE FLOOR**

Mr. Roger Grill requested an update for the issues brought up about Vittoria Way since the item was removed from the agenda for this evening. He assured the neighborhood would be steadfast in their pursuit of a resolution in the matter. He asked when the discussion would be back on the agenda.

Mr. Paul Chiu, Senior Engineer stated he met with the District 3 manager of the Oregon Department of Transportation (ODOT) on July 6, 2009 and discussed various types of closures of Vittoria Way at 99W and if any of those options would be a possibility that ODOT would agree to. ODOT was open to further discussion and were not opposed to some form of closure of that road, such as a half closure or a right in, right out only; preferring not to have a complete closure so that emergency vehicles could still go through. A complete staff report would be given at the next public meeting in August.

Mr. Grill also offered his appreciation for the increased police presence in the area.

Discussions followed about the changes made to the intersection at Springbrook Road and Vittoria way and the difference it has made to the southbound traffic on Springbrook Road. Members of the audience and of the commission offered words of gratitude for efforts made by the Maintenance Superintendent, Mr. Russ Thomas.

### **PUBLIC HEARING**

#### **A) TSC-09-009: Traffic Code Change – Golf carts on public rights-of-way**

TIME – 7:14 PM

Mr. Terrence Mahr, City Attorney, presented the staff report following the hearing process format he previously distributed to the commission (see official meeting packet for full report).

Discussions followed about a path on the south side and if carts would be able to drive along Fernwood Road. A pathway that can access the golf course from The Greens was also discussed, noting there are two paths crossing the road between the eighth and ninth hole and no access crossing Fernwood Road to The Greens. There is just one crossing of Fernwood Road at the intersection by the clubhouse.

Chair Simpson opened the public testimony.

Mr. Lewis Schaad spoke of golf carts coming down Brutscher Street onto Fernwood Drive and the fact that the small stop signs that were once in place at the intersection by the clubhouse to direct the golf cart drivers to stop there are no longer there. He said that only the large stop signs installed by the City on Fernwood Road remain for larger vehicles.

Chair Simpson said he also noticed the smaller stop signs that were there for the golf carts are not there any longer and felt they needed to be there.

Mr. Mahr mentioned an email requesting a prohibition of golf carts on Fernwood Road, as they are not allowed on Springbrook Road. The writer said he had objections to them being on Fernwood Road and that he would bring it up in his testimony; however, he was not present.

Ms. Mary Newell, Support Services Manager, read a letter of support to allow golf carts on neighborhood roads in the housing developments adjacent to Chehalem Glenn Golf Course from Mr. Mike Goughler. He felt The Greens would be well served to have golf cart access to the course and the letter was submitted as written testimony (see official meeting packet for full report).

Ms. Elaina Medina submitted a written comment that was also accepted into the record offering support for allowing golf carts on residential roads (please see official meeting packet for full report).

Chair Simpson closed the public testimony.

Mr. Mahr presented the final staff recommendation to consider a partial prohibition to the golf carts on Fernwood Road, allowing them on Fernwood Road only west of the clubhouse until the pathway is completed. He stated the order could be passed tonight and amended later to not allow them on

Fernwood Road. He also suggested giving the City staffs the authority to put the signs where they are supposed to be.

Mayor Andrews asked if there was any way to install signage on Springbrook Road for carts coming off Brutscher Street to take the recently paved path that now exists on the south side of Fernwood Road on the back nine in order to get to the clubhouse. Staff replied they are trying to push for that and to modify the intersection at Brutscher Street to make it straight across. The goal with the paved path was to keep the carts off Fernwood Road as much as possible when it is completed.

Chair Simpson also suggested including this type of information within the packet that would be given out to those registering their golf carts.

Discussions followed about golf carts between Fernwood Road and The Greens, whether there should be no golf carts on Fernwood Road, possible problems in the future as golf cart traffic increases and causes congestion on the ninth fairway. There were also some concerns with gravel not being a good surface for the carts to be riding on, and uses for possible surplus funds received from the registration fees funding the paving of the pathways. It was felt the fees would only be to cover the costs of materials and stickers for the registration.

Mayor Andrews expressed some concern that the fee amount had not yet been run through the finance department to ensure it was sufficient for the cost of materials that would be created to print pamphlets and stickers required for the registration program.

**MOTION: Klein/Brandt** to approve **TSC-09-009** as a limited decision, accepting the proposal to change the traffic code to allow golf carts on the public rights-of-way in residential developments adjacent to the Chehalem Glenn Golf Course including the additional condition that no golf carts are allowed to be operated on Fernwood Road, accept to cross Fernwood Road at Brutscher Street to access the golf cart path on the south side of Fernwood Road and at the intersection by the clubhouse, which shall be effective upon installation of the signage by the public works department. (8 Yes/0 No/1 Absent [Cookson]) Motion carried.

## NEW BUSINESS

TIME – 8:01 PM

Commissioner Lesley Woodruff wished to discuss if there was anything that could be done to create a physical barrier between traffic and pedestrians when sidewalks are blocked by construction. She shared an observation of a mother walking with a stroller on College Street right next to traffic when the sidewalk was closed.

Sergeant Weaver suggested placing signage to indicate to drivers a sidewalk ahead is blocked by construction so they can be on the look out for pedestrians. He said he would try to work on this.

## OLD BUSINESS

A) **TSC-09-006: Vittoria at Springbrook Intersection – Visual Clearance**

TIME – 8:04 PM

Mr. Chiu presented this staff report during the communications from the floor section of the evening's agenda.

Sergeant Weaver spoke of the cooperation of the homeowner to clear some of the landscaping that was helping to create a poor visual clearance.

### **STAFF REPORTS - GENERAL INFORMATION**

#### **A) Police**

Sergeant Weaver gave reports and passed around a flash alert on a current investigation. He reported that public works has completed the oiling of the gravel road on 9<sup>th</sup> Street and Blaine Street as previously requested. He also spoke of the upcoming Old Fashioned Festival and the effects it has had on the police force in the past and expectations for few problems this year as well. He mentioned Safety Town and City Council's approval of the public safety fee to hire new officers.

#### **B) Engineering**

Mr. Chiu gave updates on the hidden driveway on Villa Road by Hess Creek, the Columbia Drive project west of College Street, which is anticipated to go through the end of August because a water line was too shallow. Because the additional work is over 10% of the original contract, it will be going before City Council. He spoke of the goal setting timeline as it relates to the City launching a new website.

#### **C) Items from Commissioners**

Ms. Newell discussed the Building Safer Communities grant and form.

Mayor Andrews said public works is looking into the possibility of automated signage for notification to be placed in school zones automated to see if it fits within the criteria for this grant.

Chair Simpson discussed updates on the Student TSC commissioner and the desires of the TSC to have that student member be a licensed driver.

Commissioner Jennifer Dawson offered information about the upcoming Safety Town.

### **ADJOURN TO NEXT MEETING**

The meeting adjourned at 8:32 PM until the next meeting on August 10, 2009.

---

**Jennifer L. Nelson**  
Recording Secretary

---

**Michael R. Simpson**  
Traffic Safety Commission Chair



**Newberg-Dundee  
Police Department**

P.O. Box 970  
401 E. Third Street  
Newberg, OR 97132  
(503) 538-8321  
Brian Casey  
Chief of Police

September 4, 2009

Dear Property Owner:

**RE: Public Hearing on Partial Street Closure (File #TSC-09-010)**

The Traffic Safety Commission (TSC) at their meeting on **September 14, 2009**, will receive public comments to consider

**Right-out only traffic access by modifying the existing intersection at  
Vittoria Way and Highway 99W.**

You are notified as an adjacent neighborhood property owner to provide comments on this consideration. TSC may reach a decision on this subject matter and provide a 14-day comment period should a traffic decision be made at this meeting. You may provide comments by mailing them to:


Newberg Traffic Safety Commission  
P.O. Box 970, 401 E. Third Street  
Newberg, OR 97132

Upon concerns raised by residents along Vittoria Way, the City conducted a traffic study that indicates pass-through traffic accounts for about 40% of the traffic volume on Vittoria Way while traffic grows at an annual rate of about 3.3% over the last five years on Vittoria Way. Newberg Transportation System Plan (TSP) has classified Vittoria Way as a minor collector street for the neighborhood. A right-in/right-out plan is allowed by the adopted TSP.

The right-out only modification should restore the residential nature of the streets in that neighborhood. Traffic can still travel to north side of town from Highway 99W using N. Springbrook Road which is designated as a minor arterial in the TSP.

Please call (503) 537-1221 if you have questions or require additional information. Thank you.

Sincerely,

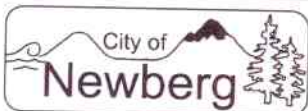
  
Mary Newell  
Newberg Traffic Safety Commission

Enclosure

Cc: Newberg Public Works



NOTE: RESIDENTS ALONG VITTORIA WAY ALMOST EACH YEAR BROUGHT THE ISSUES OF PASS-THROUGH TRAFFIC, EXCESSIVE VEHICLE SPEED AND SAFETY CONCERNS TO NEWBERG TRAFFIC SAFETY COMMISSION. THIS YEAR STAFF CONDUCTED A STUDY THAT INDICATES PASS-THROUGH TRAFFIC ACCOUNTS FOR ABOUT 40% OF THE TRAFFIC VOLUME WHILE TRAFFIC ON VITTORIA WAY GROWS AT AN ANNUAL RATE OF ABOUT 3.3% OVER THE LAST FIVE YEARS. THE NEIGHBORHOOD IS FULLY DEVELOPED WITH SINGLE FAMILY HOMES. NEWBERG TRANSPORTATION SYSTEM PLAN CLASSIFIED VITTORIA WAY AS A MINOR COLLECTOR STREET AND ALLOWED A RIGHT-IN/RIGHT-OUT MODIFICATION AT HIGHWAY 99W INTERSECTION. ANOTHER OPTION PERHAPS IS TO IMPLEMENT A RIGHT-OUT ONLY VEHICLE ACCESS FROM VITTORIA WAY TO HIGHWAY 99W. THIS WILL LIKELY RESTORE THE INTENDED RESIDENTIAL NATURE OF VITTORIA WAY. N. SPRINGBROOK ROAD, A MINOR ARTERIAL STREET, SHOULD CARRY THE REDIRECTED PASS-THROUGH TRAFFIC.



414 E. FIRST STREET  
NEWBERG, OREGON 97132

REVISIONS:

## PROPOSED PARTIAL STREET CLOSURE

of

Vittoria Way at Highway 99W

SCALE: N.T.S.

DATE: AUG 19, 2009

APPROVED

BY:

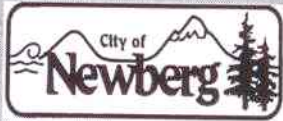
DWG

NAME:

TSC-09-010 Vittoria Way partial street closure at 99W dgn

FILE # TSC-09-010

[illegible]



**Public Works Department  
Engineering Division**

Lower Floor, City Hall  
414 East First Street, Newberg, Oregon 97132  
Mailing: P.O. Box 970, Newberg, Oregon 97132  
Tel: 503-554-7705 Fax: 503-537-1277

**MEMORANDUM**

Date: August 3, 2009

To: Newberg Traffic Safety Commission

From: Paul Chiu, PE, Senior Engineer *Paul Chiu*

Cc: Howard Hamilton, Public Works Director

RE: TSC-09-010  
Vittoria Way Traffic

On June 8, 2009, Ms. Carrie Grill and several other residents from her neighborhood at Vittoria Way came to the Newberg Traffic Safety Commission (TSC) meeting. They reported their concerns about "pass through" traffic and speeding problems along Vittoria Way that connects N. Springbrook Road to Highway 99W. Vittoria Way is a City street that is classified as a minor collector.

In response, traffic counts and speed surveys were conducted by Newberg Public Works Engineering personnel on May 11-15, 2009.

This memo includes some historical traffic data for Vittoria Way and explores what options may be available to mitigate the issues.

**Past and Present Conditions**

Vittoria Way								
	January 2004		April 2004		May 2007		May 2009	
	west	east	west	east	west	east	west	east
	596	494	647	538	345	468	580	801
ADT =	1090		1185		813		1381	
85% speed = (mph)	31.7	31.6	30.4	31.9	31.4	30.8	32.0	30.8
Note:	Prior to installation of "STOP" signs on Vittoria at Libra.		After installation of "STOP" signs on Vittoria at Libra.		While N. Springbrook Road was closed for reconstruction.		While N. Springbrook Road was closed for reconstruction.	

**"Working Together For A Better Community-Serious About Service"**

Filename: Memo\_TSC-09-010 Vittoria Way EngRecom

The concerns expressed by residents at Vittoria Way are truly reflected in the traffic data that were collected this year and in 2004 and 2007. In 2007, Springbrook Road was closed temporarily for reconstruction. Engineering staff was able to establish the base level of traffic for the neighborhood at that time. The "pass through" traffic accounts for about 40% of the traffic volume.

The street has experienced a traffic volume increase of about 16.5% over the last five years. That equates to about a 3.3% growth per year while no additional houses were constructed in the Vittoria neighborhood. The 85 percentile speed remains relatively stable over the years although the data recorded some high speed traffic this May. The posted speed limit for Vittoria is 25 mph. There are sidewalks on both sides of the street and a four-way stop at the intersection of Libra and Vittoria since April 2004. Speed study at this intersection indicates that there was a drop of 1 mph after the two-way stop became a 4-way stop, which is statistically insignificant. The fundamental issue appears to be really the increase in traffic volume.

### **Options**

A traffic study in early 2004 also called for the installation of stop signs at the Gemini intersection of Vittoria Way but it was rejected by the TSC. Staff opinion says that the stop signs are warranted but not going to solve the issue.

Curb extensions or bulb-outs as a traffic calming device may be helpful to slow the traffic but judging from the responses of the neighbors, this does not appear to be a preferred solution for fear of losing some parking spaces.

The full or partial closing of the intersection of Vittoria Way at Highway 99W would certainly reduce the "pass through" traffic. Preliminary discussions with the Oregon Department of Transportation (ODOT) staff on July 6, 2009, indicated that this option remains open. However, the process would not be a simple one.

### **Conclusions and Recommendations**

Staff recommends the consideration of stop signs at Gemini that allow pedestrians a safer environment to get across Vittoria Way, and requests residents to provide observations and feedback. The next level is to analyze the full impact of partial or full closure of the intersection. A partial closure will probably be more desirable than a full closure. This will require further coordination with ODOT. An extensive public hearing would be necessary.

If you have questions, please feel free to contact me. Thank you.

TSC #09-013 Villa Road Safety. July 13, 2009

1224 Pennington Dr. N  
Newberg, OR 97132-1148

The City of Newberg  
ATTN: Bob Andrews, Mayor  
414 E. First St.  
Newberg, OR 97132

Dear Mayor:

I am writing to urge that the city act to control traffic in a very dangerous area of town - the stretch on Villa Street between Haworth and Park Lane. I had some years ago presented my concerns to the Traffic Committee and have expressed them over the phone, but nothing to date came from either. So, I am appealing to you to alter a dangerous situation that can have disastrous consequences.

As you know, there is no sidewalk along this stretch of road; there is only a pedestrian area on one side (east) and it is not separated from traffic by anything other than regularly-spaced, circular bumps that certainly don't prevent any car from crossing over them. Heading northbound, Villa curves to the left at Carol Avenue and drops sharply there to its low point beneath the trestle, where it bends fairly sharply to the right as it begins a straight ascent. The speed limit throughout this area is 25 m/h, but of course, drivers almost always exceed that in descending either side, frequently greatly exceeding that, especially if they are traveling greater than the speed limit before beginning their descents, which often is the case. They usually drift across the pedestrian line.

These conditions are dangerous for both pedestrians and drivers, but mostly for pedestrians, of course, many of whom are young. At times, as odd as it might seem, pedestrians even choose to walk along the west side of the road, where there isn't any space for them for this. Mostly people are walking against traffic but occasionally, there are those who walk/run with traffic along this side.

I have requested that the speed limit along this stretch be reduced from 25 to 20, but the city has refused to do this, stating that people would just exceed it, as if that isn't already being done!

I have requested that the city install speed bumps to curb drivers' tendencies to exceed the speed limit. The city has refused to do this, making the absurd claim that speed bumps would interfere with emergency vehicles. Why is it, then, that other cities can have them in place? One could be put in just north of Haworth, another by Carol Avenue, another at the bottom of the dip, and another at the top of the hill on the north. People would be forced to slow down.

I have requested that a sidewalk be put in to help isolate pedestrians from traffic and to keep drivers from cutting across the pedestrian path. The city has not done this.

I have even requested that Jersey barriers be placed along the east side to isolate pedestrians, pointing out that this would very much protect pedestrians and would guarantee that people would slow down.

Of these suggestions, by far the cheapest would be reducing the speed limit and installing speed bumps. It would be cost effective to do this. As more and more housing is built in the north part of town, and as the athletic complex comes on line (with college-age drivers increasing), it is incumbent upon the city to act to reduce risk in this heavily-used area.

I invite you to stand with me along this stretch, especially when people are off work in the late afternoon, to observe driving tendencies. You will see what it is I am referring to and will, I am confident, be moved to act to correct this deplorable situation. Please contact me by phone about this so that we can arrange to meet with each other.

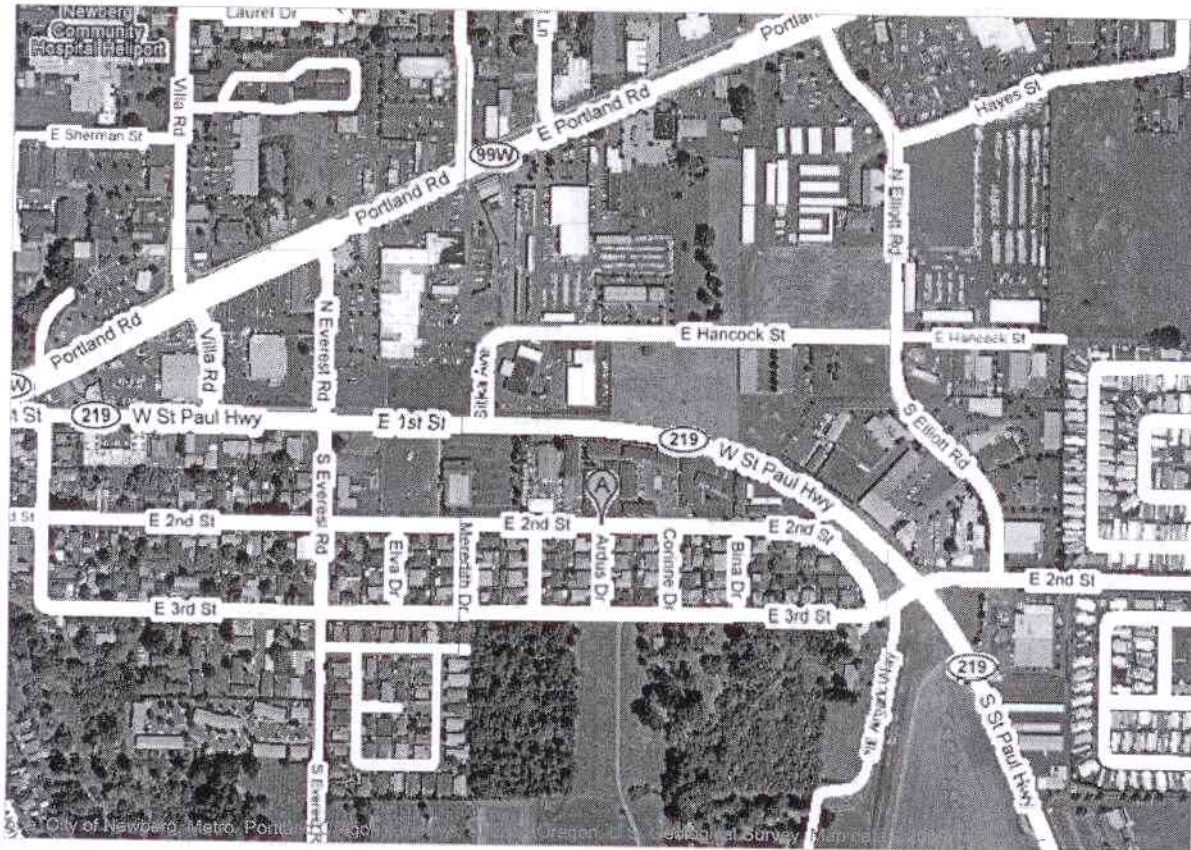
Very sincerely, a concerned citizen,

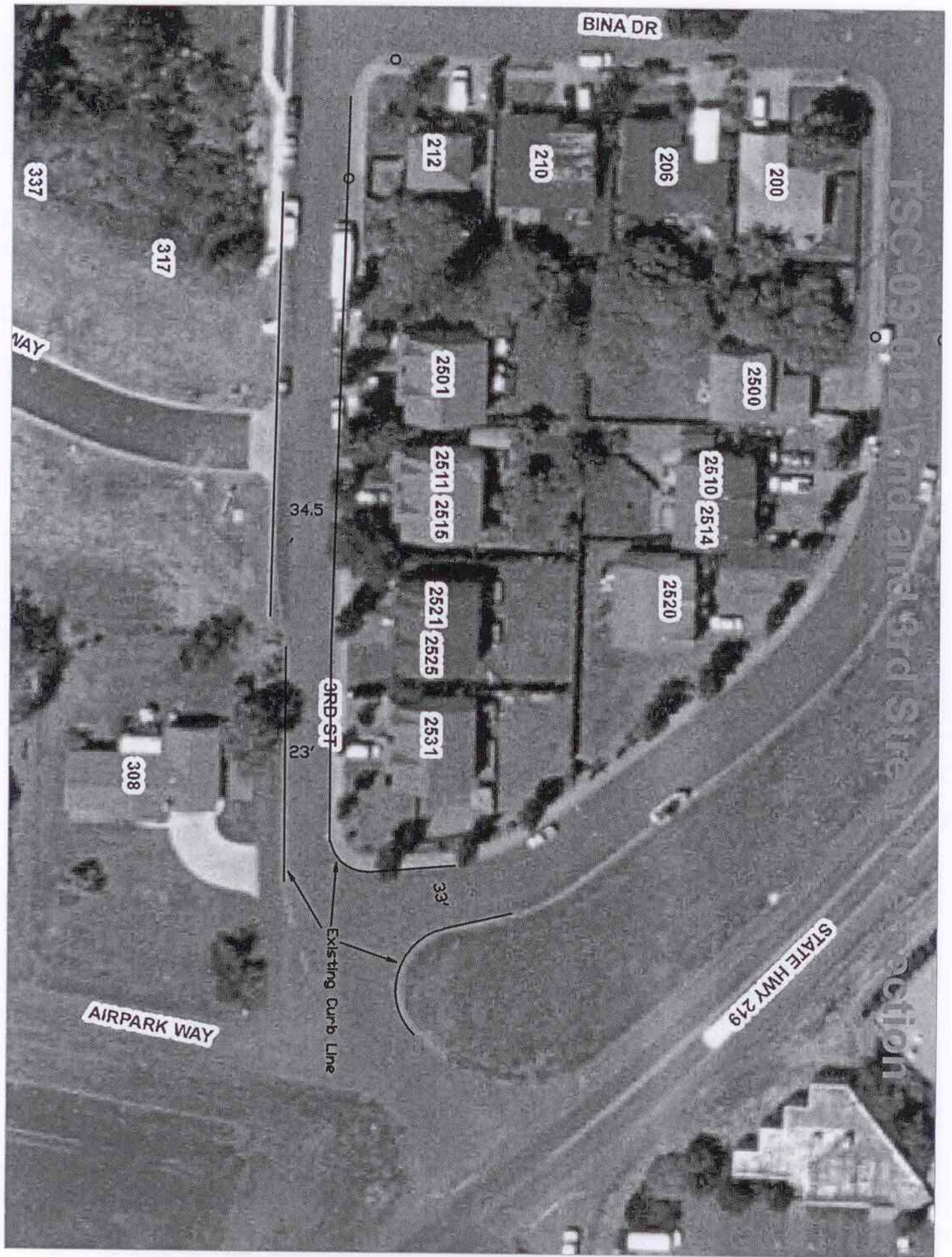
Scott Phoenix  
538-1674

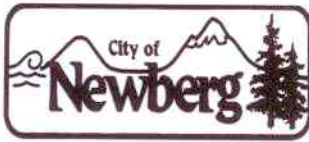
cc: Newberg Traffic Commission, Newberg Graphic

Google maps Address

TSC-09-012\_Ardus 2th 3rd-Hwy219\_map







**GENERAL TRAFFIC DECISION  
OF TRAFFIC SAFETY COMMISSION  
ON JULY 13, 2009**

---

**Golf Carts on City Highways**  
**(Going to and From the Chehalem Golf Course)**

---

**Recitals:**

1. Oregon Revised Statute 810.070 permits golf carts on city highways under certain conditions when authorized by the City.
2. The City passed Ordinance No. 2009-2715 on May 21, 2009, which implemented the above statute and delegated the authority to Traffic Safety Commission ("TSC") to designate the exact highways and locations where golf carts would be permitted.
3. Newberg City Code provisions, Sections 71.40 – 71.43, provide for certain rules for the operation of the golf carts.
4. After a public hearing, staff recommendation and deliberation, the TSC made a general traffic decision concerning permitting golf carts on city highway on July 13, 2009.

**THE NEWBERG TRAFFIC SAFETY COMMISSION DECIDES AS FOLLOWS:**

1. **Decision:** The city highways within the Springbrook Oaks Specific Plan that are within or bordering upon residential developments be designated as city highways upon which golf carts may be operated while going to and returning from Chehalem Glenn Golf Course. Attached as Exhibit "A" is a map depicting the Springbrook Oaks Specific Plan area, the residential developments within the boundaries, and the streets within or bordering upon those developments. Exhibit "A" is adopted and incorporated as part of this order.
2. **Additional Conditions:**
  1. Springbrook Road – Golf Carts may not be operated on Springbrook Road.
  2. Fernwood Road – Golf Carts may not be operated on Fernwood Road, except as follows:
    - a. Intersection with Brutscher Road—To cross Fernwood Road at or near the intersection with Brutscher Road in the designated crossing area in order to access the golf cart path on the south side of Fernwood Road.
    - b. Crossing in front of course clubhouse—To cross Fernwood Road in front of the clubhouse in the designated crossing area.
  3. Permits – There will be a permitting system developed by the City which will allow the City to make the golf cart owner aware of the rules and regulations regarding the operation of golf carts on City streets. A permit will be displayed so

the golf cart may be identified. A fee may be charged to cover the cost of the permit system. The fee is established at \$15.00 for two (2) years.

4. Signage – The program will not be implemented until the signage is installed by the City. City administration is empowered with the authority to determine what signage is appropriate and the location of such signage. Included in the signage will be notification when a person is exiting the area where golf carts may be operated.

**ADOPTED** by the Traffic Safety Commission of the City of Newberg, Oregon, on July 13, 2009:

---

Michael R. Simpson  
Traffic Safety Commission Chair

To TSC Decision - July 13, 2009



